



# Transportation Update

Issue 7

March—April 2009

## American Reinvestment and Recovery Act (ARRA) Funding Available

Based on the passage of ABX3 20, additional ARRA funds, in the amount of \$157 million, are available to the region through the Metropolitan Transportation Commission (MTC). Of the \$157 million total:

- \$120 million will be used to advance stalled Proposition 1B construction projects
- \$23.4 million will be used for additional LSR (Local Street and Roads) projects
  - \$4.7 million to Alameda County (brings total to \$29.4 million for Alameda County)
- \$14 million will be used for HOT (High Occupancy Toll) Lane Projects
  - \$7.5 million to Alameda County
  - \$6.5 million to Santa Clara County

## Draft FY 2009/2010 TFCA Program Approved

At its April meeting, the CMA Board approved the Draft Transportation Fund for Clean Air (TFCA) FY 2009/10 Program. A total of \$1,758,020 in TFCA funding is available. The draft Program recommended \$1,696,887 for eleven projects. The recommended program includes two newly proposed projects: Alameda's Webster Street Program, and the Bike to Work Day Program Marketing and Study sponsored by the CMA. Staff will finalize the cost-effectiveness calculations and recommend a project (s) for the remaining balance of \$61,133. The final program will be presented at the May Board meeting.

## Corridor Management Plan for the Berkeley-Oakland-San Leandro BRT

At the April meeting, the CMA authorized staff to lead the development of a Corridor Management Plan for the Berkeley-Oakland-San Leandro Bus Rapid Transit (BRT) in conjunction with its partners in the corridor under the direction of a Policy Advisory Committee (PSC). The CMA approved that the existing PSC include the CMA, ACTIA and BART. The CMA also approved \$600,000 in Transportation Enhancement Activity (TEA) funds for the work.

## CMA to Manage I-80/Gilman Interchange Improvements Project Delivery Phase

The I-80/Gilman Interchange Improvements will improve the operations and safety of this interchange by replacing the existing stop sign ramp controls with a double round-about. The City of Berkeley has completed a draft Project Study Report and has secured \$1.5 million for environmental clearance and preliminary engineering for the project. The CMA has been requested by the City of Berkeley to manage the project delivery phase of the project.

## CMA Supports Bike to Work Day

The CMA, at its March meeting, approved the sponsorship of Bike to Work Day. The money will go towards advertisements on various media



around Alameda County including transit ads, street pole banners, kiosks and newspaper ads. The CMA also agreed to propose funding from the 2009/2010 TFCA Program to fund a study to evaluate the Bike to Work Day Program over time.



## Second Cycle Lifeline Transportation Fund Approved

The CMA approved the Second Cycle Lifeline Transportation Fund revised program of projects. The program has been reduced from \$12.5 million to \$8.3 million to reflect reduction in State Transit Assistance (STA) funds. The CMA expressed concerns about the reduced funding for transit operators and recommended that priority be given to transit in the next Lifeline cycle.



## Legislation

**AB 744 (Torrico)** This bill would authorize: (1) the Bay Area Toll Authority (BATA) to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission; (2) capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of the commission; and (3) the use of the high-occupancy vehicle lanes in the program by single-occupant vehicles for fee. The CMA supports this bill in concept.

**AB 798 (Nava)** This bill would create the California Transportation Financing Authority (CTFA), which would establish a process to issue bonds for publicly financed transportation projects. The bill defines a "Project Sponsor" to include a regional transportation planning agency, county transportation commission, as well as a JPA, and the entities in each Bay Area County that is responsible for countywide transportation plans. However, the Bay Area entities responsible for the countywide plan must also obtain the consent of MTC before applying for financing. The CMA supports this bill and seeks the following amendments: (1) Delete the need for Bay Area counties to obtain the consent of MTC before applying for financing with the CTFA; and (2) Expand the definition of eligible projects to include bus facilities.

**ACA 9 (Huffman)** This amends the Constitution to reduce the vote requirement for passage for a special tax or local general obligation bond for infrastructure from 2/3 to 55%. ACA 9 would allow any special tax to be enacted with the approval of 55% of the voters. ACA 9 also allows for general obligation bonds to be approved with 55% of the voters; however, the bonds must be used solely for infrastructure projects, which include transportation, sewer, water, and parks projects as well as low income housing projects. Local governments are also required to comply with specified auditing requirements if bonds are enacted with a 55% vote. The CMA supports this bill.

**AB 949 (Logue)** This bill would expand the definition of local matching funds for the purpose of allocating State-Local Partnership Program (SLPP) funds to include any fee or tax, including revenue from mineral or resource extraction fees or taxes. Since SLPP funds are allocated by a formula based on the amount of local voter approved fees or taxes generated in a county, changing the definition would have unknown, but potentially significant, impact to the amount of SLPP funds currently expected for projects in Alameda County. The CMA opposes this bill.

**ABA 1386 (Hayashi)** This bill amends existing law to allow for the proceeds from the sale of state owned right-of-way along the proposed Route 238 corridor to be used for both state and local transportation improvements. Existing law limits the use of these funds to state facilities. The CMA supports this bill.

**ACA 15 (Arambula)** ACA 15 would amend the Constitution to allow local governments to impose a special tax upon approval of 55% of the voters. ACA 15 defines a special tax for purposes of the 55% threshold as providing funding for transportation projects. CMA supports this bill.

The CMA Board, at its April meeting, agreed to oppose the following bills that would extend sunset dates or expand the use of HOV lanes by single occupant vehicles: **AB 497 (Block)**, **AB 670 (Berryhill, Bill)**, **AB 1500 (Lieu)**, **AB 1502 (Eng)** and **SB 535 (Yee)**.

## Upcoming Meetings

### May

- 5 CMA Technical Advisory Committee
- 11 Sunol SMART Carpool Joint Powers Authority
- 11 CMA Administration & Legislation Committee
- 11 CMA Plans & Programs Committee
- 14 CTC Sacramento
- 28 CMA Board

### June

- 2 CMA Technical Advisory Committee
- 8 Sunol SMART Carpool Joint Powers Authority
- 8 CMA Administration & Legislation Committee
- 8 CMA Plans & Programs Committee
- 10-11 CTC Sacramento
- 25 CMA Board

## Various Reports Approved

The CMA approved the following reports at its March and April meeting and are now available at the CMA website:

- ♦ 2007-08 Performance Report: State of Transportation in Alameda County
- ♦ 2008 Mobility Monitor

In its April meeting, the CMA also accepted the I-580 and I-680 Express Lane Project Pre-Project Existing Conditions Reports.

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